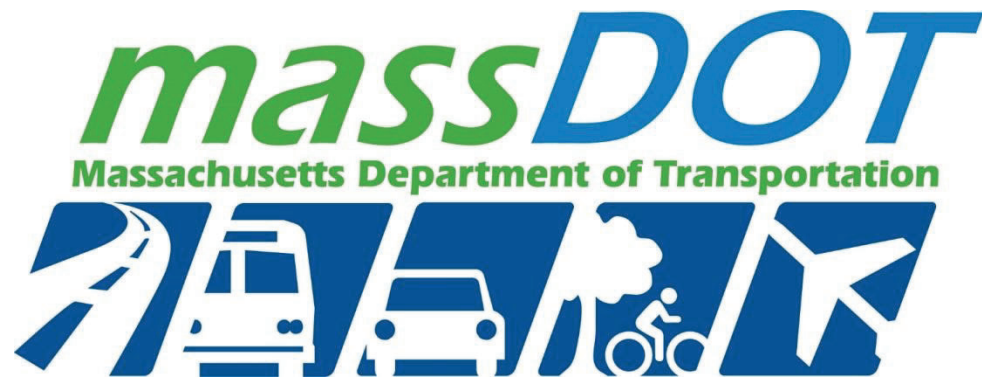




Capital Program Committee FY 18 Q2 Capital Spending Update

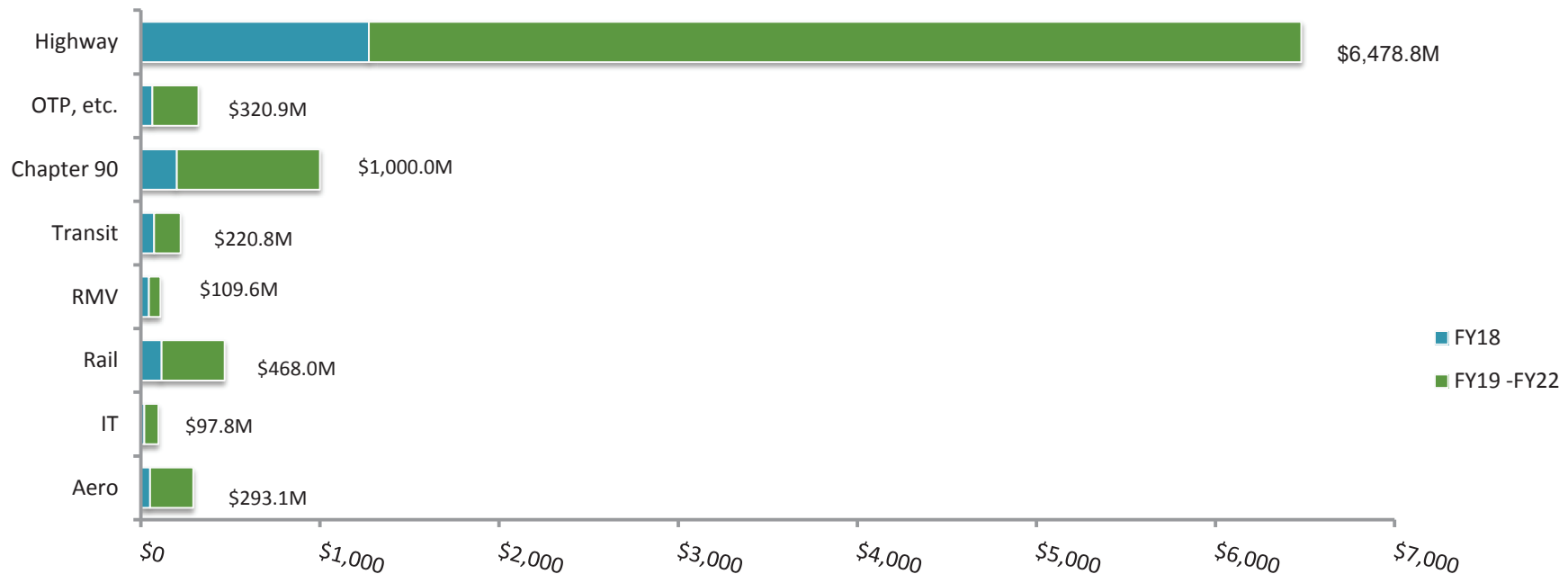
February 6, 2018

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FY 2018 Q2 Capital Program Overview

- Summary Overview
- FY 18 Q2 Actuals Compared to Plan
- Capital Planning Improvement Project
- Questions
- Appendix: FY 18 Capital Spending by Division

MassDOT FY18 – FY22 Capital Investment Plan forecasts \$9.0B in capital spending (excluding MBTA) over the next five years

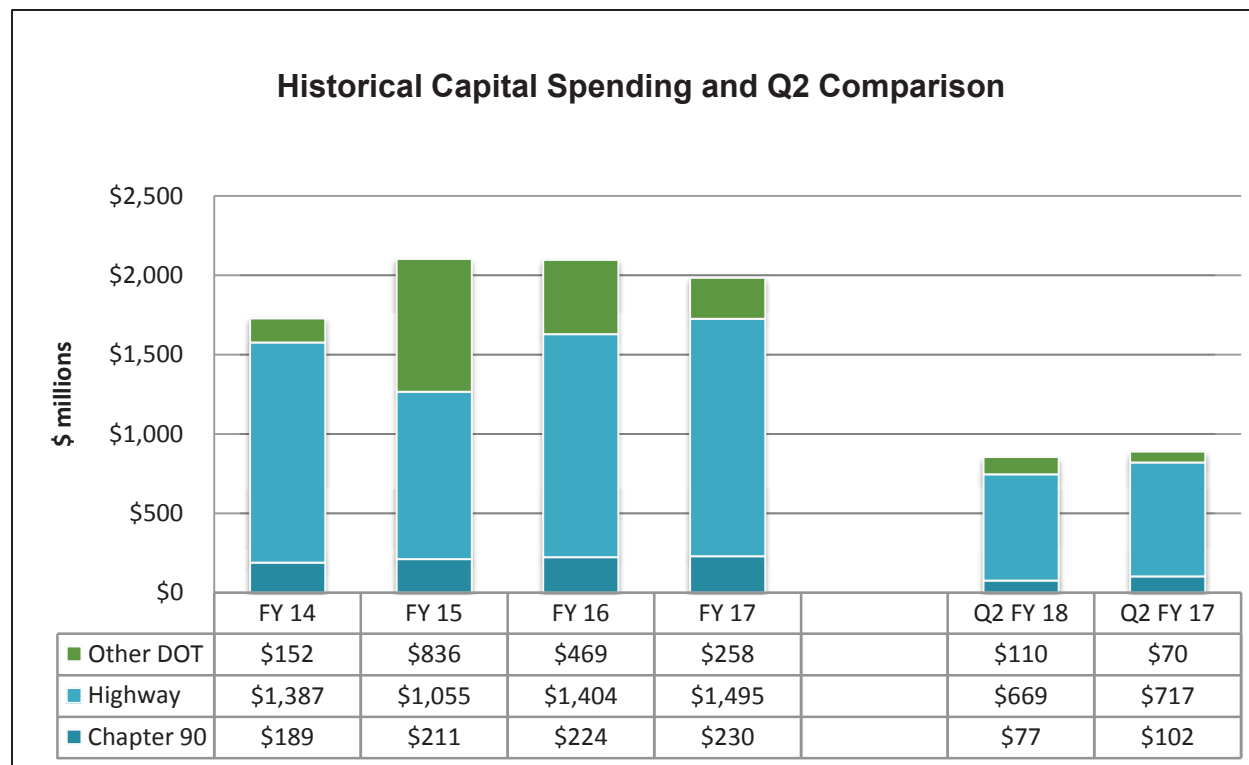


	Aero	IT	Rail	RMV	Transit	Chapter 90	OTP, etc.	Highway
FY18	\$51.0	\$18.4	\$115.4	\$44.2	\$73.2	\$200.0	\$64.5	\$1,272.4
FY19 -FY22	\$242.1	\$79.4	\$352.6	\$65.4	\$147.6	\$800.0	\$256.4	\$5,206.4

\$ millions

MassDOT Capital Spending¹ FY 2014 – FY 2017 and Q2 Comparison

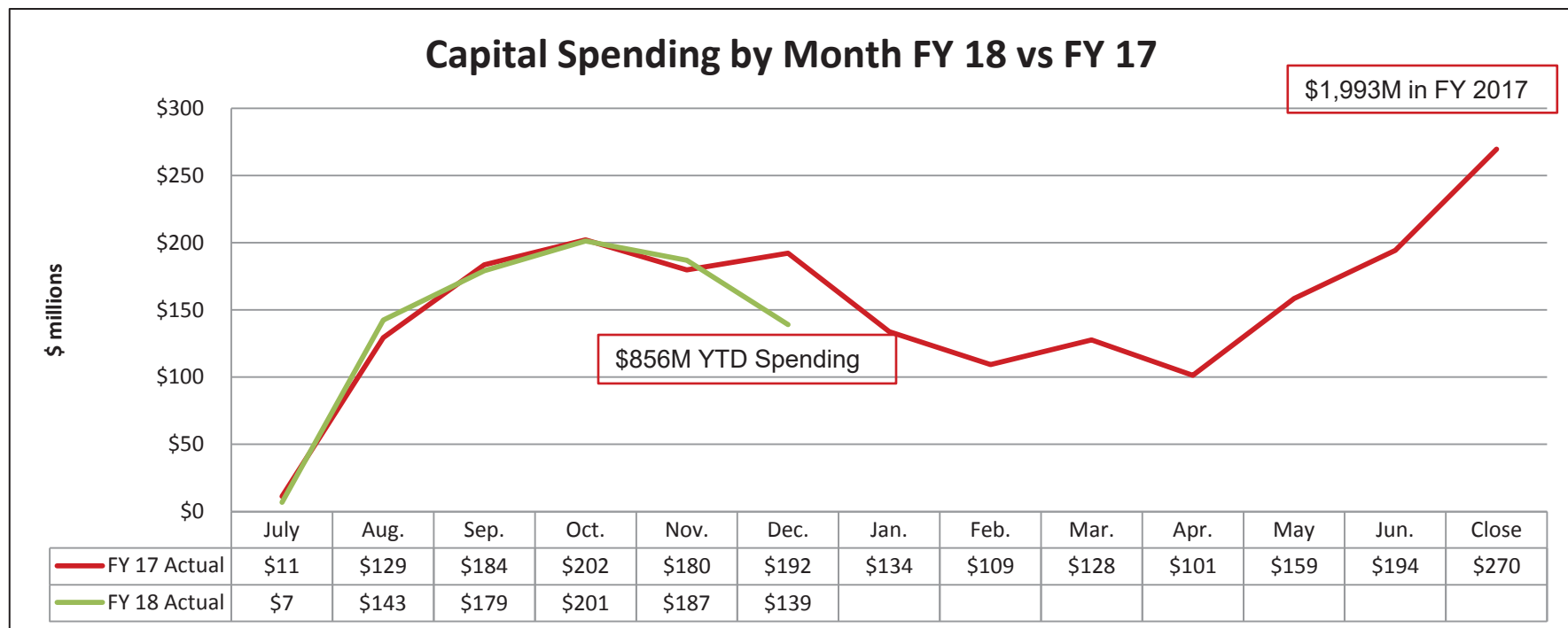
- Overall capital spending slightly behind FY 17 Q2 spending (<4%)
 - FY 18 Chapter 90 spending is less than same period spending in FY 17
 - ABP program is nearing completion with fewer active projects and associated spending



¹Excludes spending related to REP funds for MBTA projects and pass through spending (UMass Boston and Harbor Dredging).

MassDOT Capital Monthly Spending Trend¹ for FY 2018 compared to FY 2017

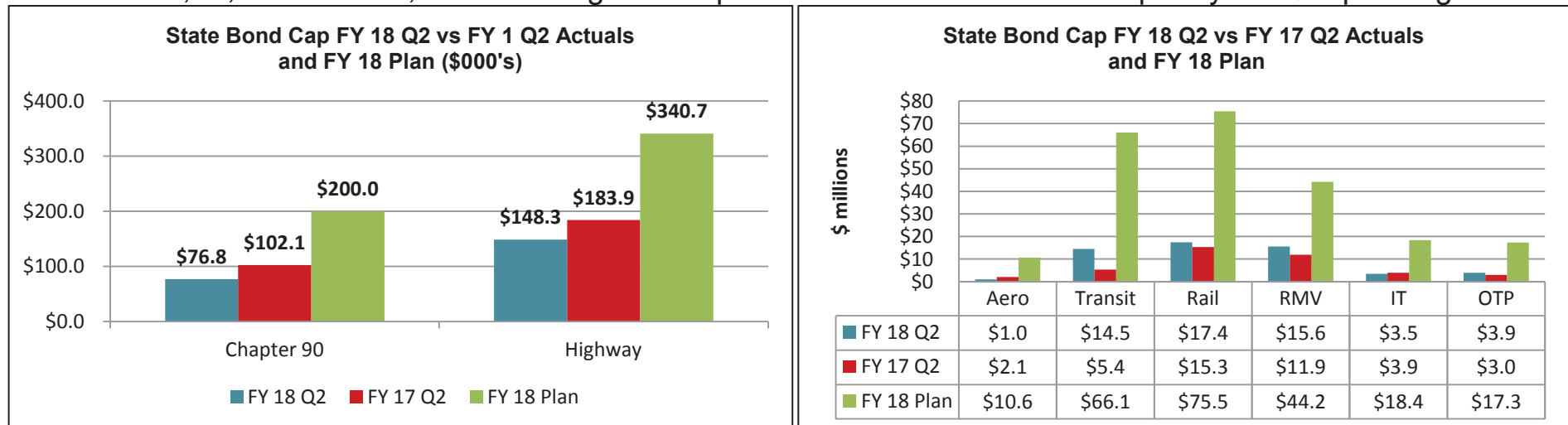
- Capital spending closely tracked FY 17 spending trend through November; slightly behind in December
 - Chapter 90 spending was slow to start as compared to FY 17
 - New 10 year Chapter 90 contract with each City and Town executed in Fall



¹Excludes spending related to REP funds for MBTA projects and pass through projects.

FY 2018 bond cap spending is on track with prior year same period spending

- Bond cap spending for Chapter 90 continues to reflect delay in set up of new contracts in MMARs; projected spending anticipated to be close to plan
- Highway construction spending <2% behind FY 17 Q2; mix of non-bond cap project-related spending sources is reflected in YTD bond cap spending compared to FY 17 (e.g. pay-go capital (tolls), ABP funds)
- Rail and Transit spending focused on existing projects including new PVTa maintenance facility in Springfield and SGR projects; ahead of FY 17 Q2 spending
- RMV, IT, Aeronautics, and Planning & Enterprise Services all on track with prior year Q2 spending



**Enterprise-Wide PMIS
Implementation**

MassDOT-wide Capital planning improvement discovery process completed

- Completed discovery stage of our capital improvement process across MassDOT and MBTA utilizing a team from Aurigo in December
- Aurigo currently working with both the Aeronautics Division and MassDOT's Federal Aid Programming and Reimbursement Office (FAPRO)
 - Aeronautics scope is focused on implementing the project management module of the Aurigo Masterworks platform to improve project controls and manage delivery of their capital program
 - FAPRO scopes involves automation of the federal aid programming and reimbursement processes
 - Integration with the development of the STIP will be incorporated into the CIP Planning scope
- Discovery for capital planning process for three month effort focused on:
 - Documentation of the “as is” capital planning processes undertaken by MassDOT and MBTA
 - Deep dive of the capital planning and STIP development process in the highway division
- Key deliverable is a business requirement document for the implementation of Aurigo's capital planning module for MassDOT and the MBTA
 - Requirements include interfaces required to align/link with the MBTA's e-builder implementation, MMARS, and highway's existing data management systems (Project Info, etc.)

-
- Questions?

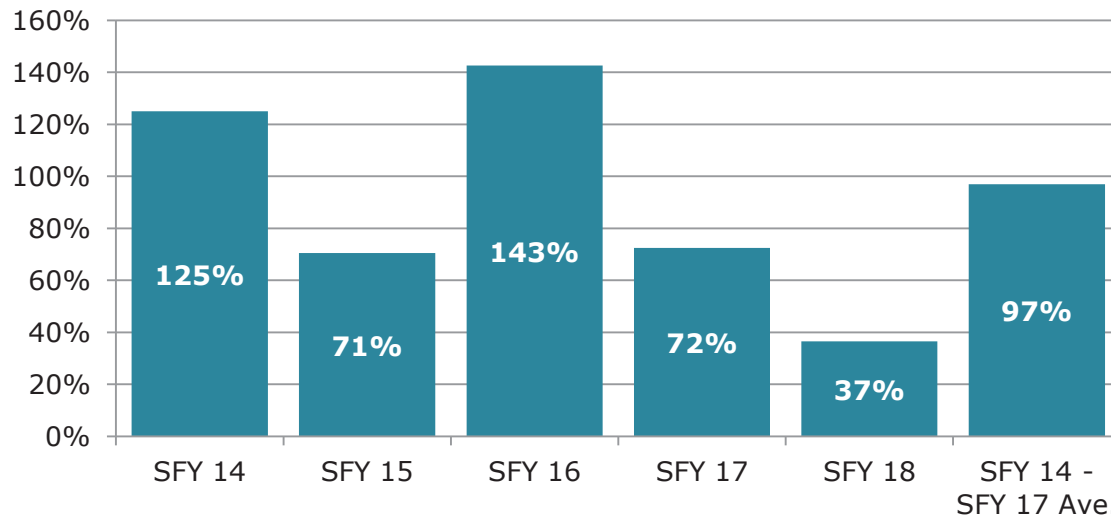
**Appendix
FY 2018 Capital Spending by
Division**

**Aeronautics Division
FY 2018 Capital Spending Report**

FY 2018 Q2 for Aeronautics is ahead of FY 2017 Q2 Actuals

- Q2 spending is significantly ahead due to a lag in FAA flow through payments from FY 2017
- FAA grant awards are estimated during the CIP process and not known until May 1st of any given year; FAA holds final payments until 90% of project completed
 - FAA has 4 years to close out a project and make final payments
 - Spending through Q2 includes FAA payments related to closeout of Lawrence Airport runway project (completed in FY 2017)
 - FAA grants issued in Q2 with minimal construction spending prior to winter shutdown
- Q2 includes spending for the design phase of airport infrastructure projects

**Percentage Actual FY 18 Spending YTD vs Plan/Previous
Years Actuals/Plan Aeronautics Division**



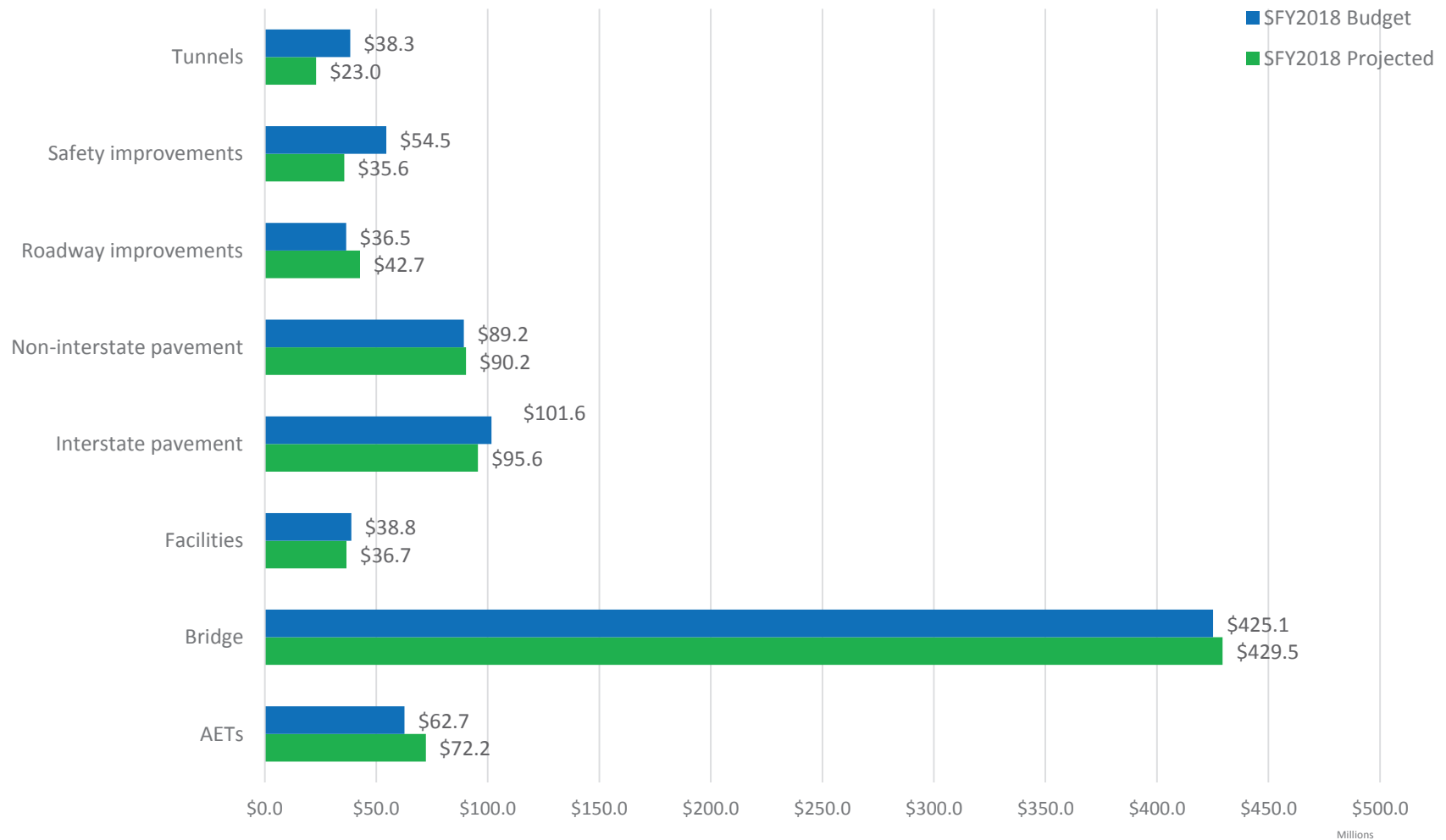
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**Highway Division
FY 2018 Capital Spending Report**

FY 2018 Q2 capital spending

- Highway achieved 51.1% of its total capital plan through Q2
- Expenditures on construction phase activities achieved 50% of the total budget for Q2
- All-electronic tolling completion achieved full beneficial use; contract closeout is ongoing
- Bridge program spending is 53% of plan through Q2
 - Significant spending on major ABP projects (e.g. Whittier, Fore River, Longfellow, Woods Memorial bridges)
- Construction spending is trending similar to FY 2017
- Highway is projected to spend 95% of the FY 2018 capital plan

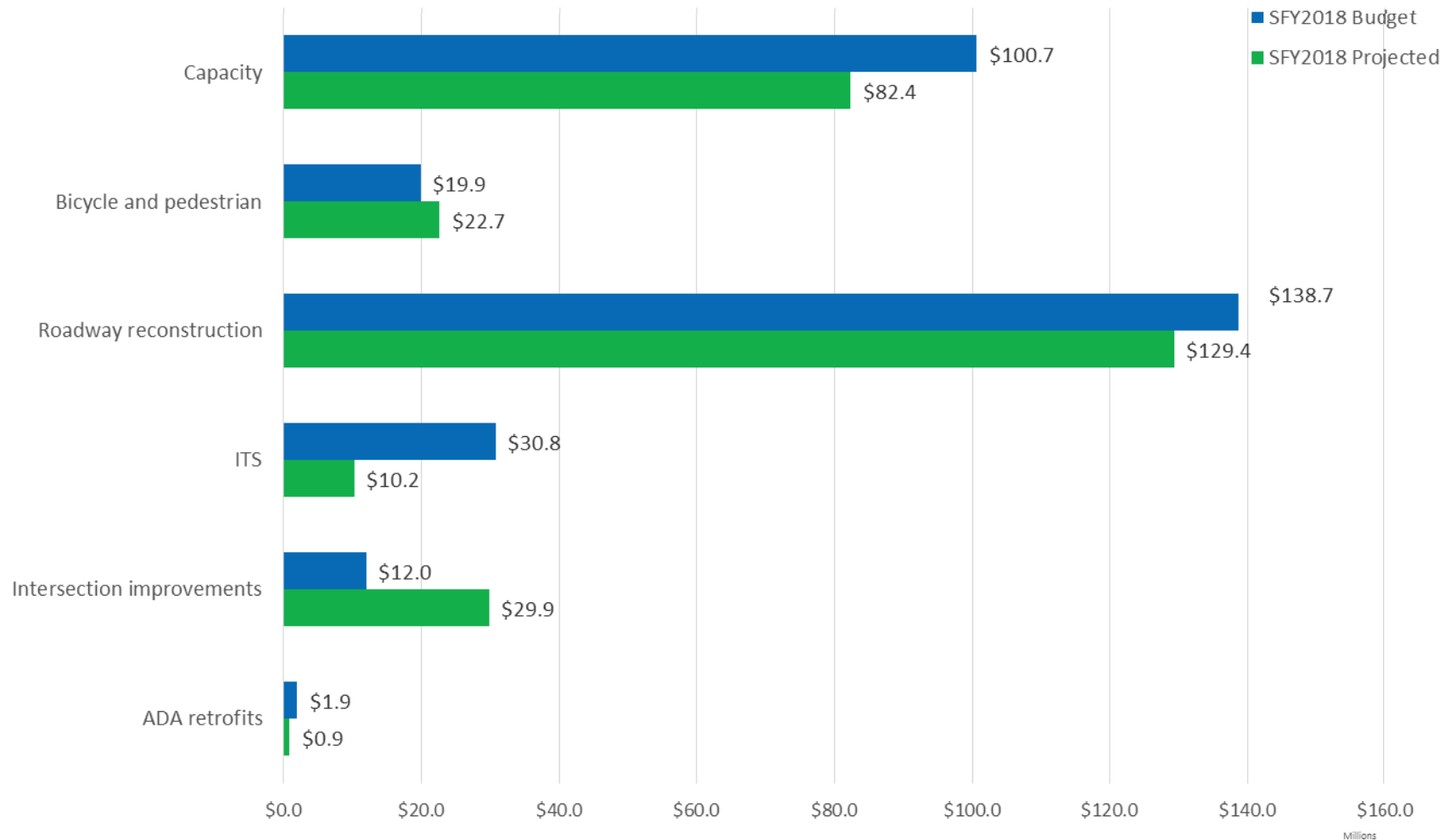
Budget compared to projections for all reliability programs a/o December 2017



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FY 2018 Highway Division Capital Program

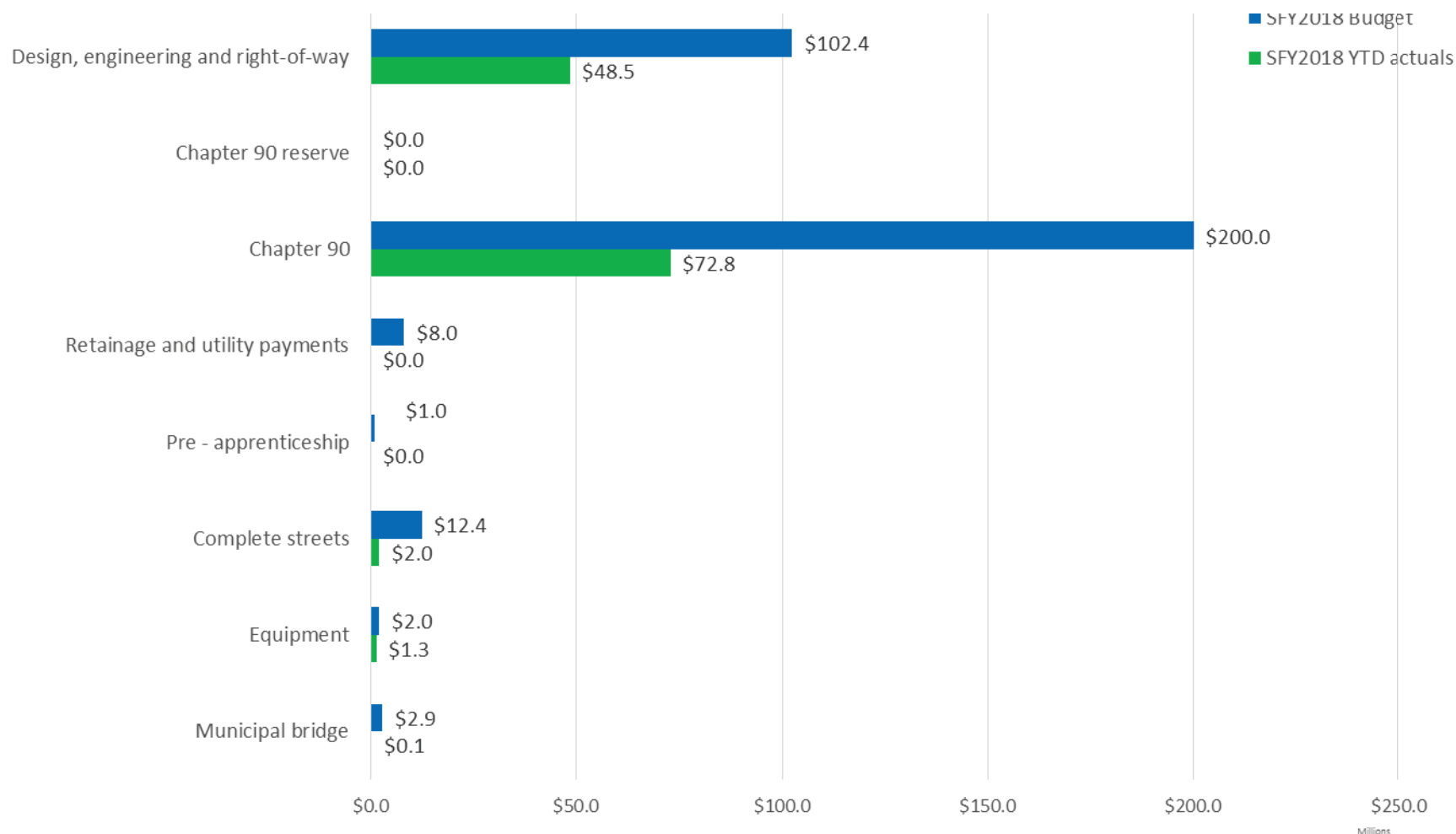
Budget compared to projections for all modernization and expansion programs a/o December 2017



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FY 2018 Highway Division Capital Program

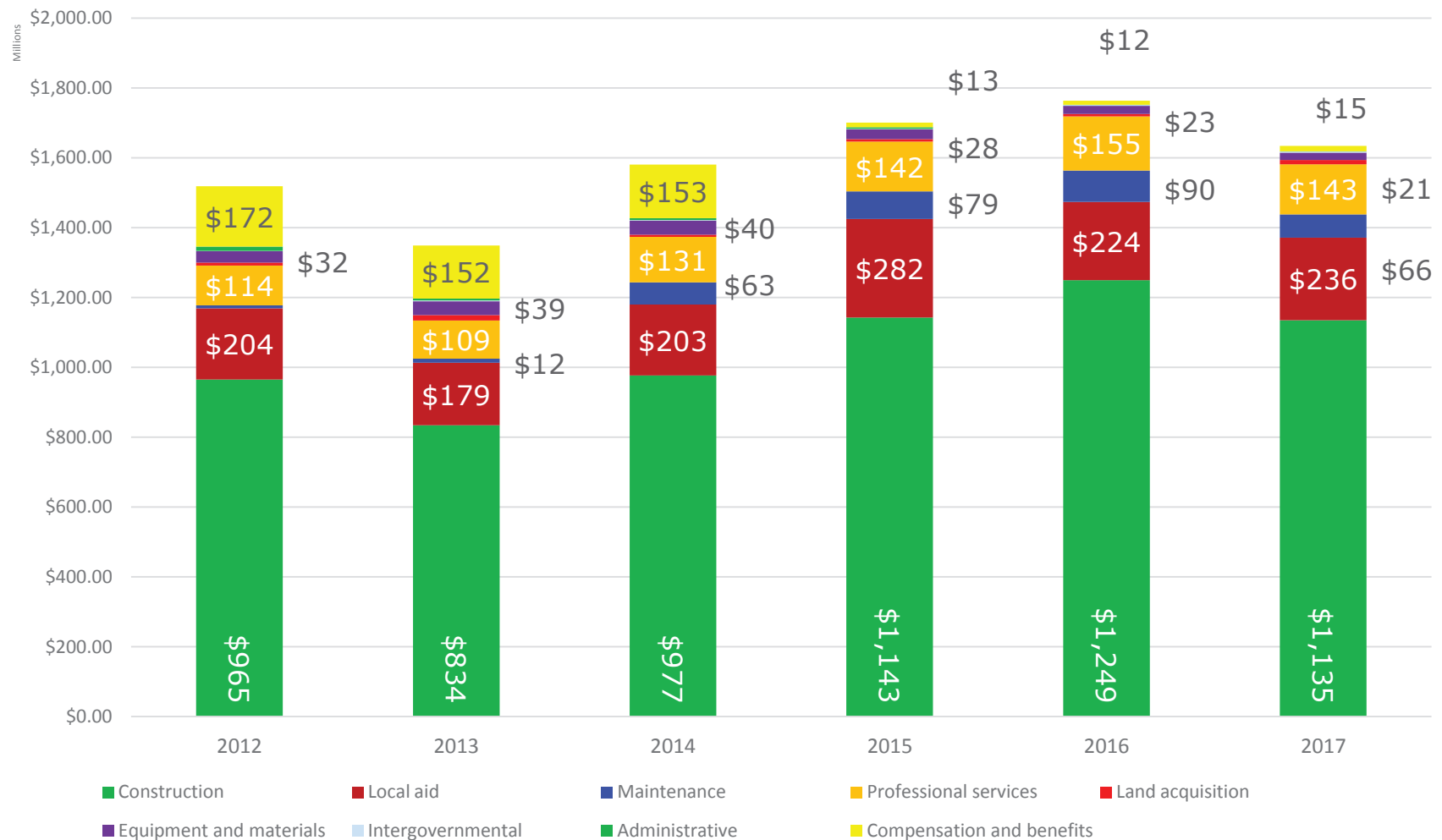
Budget compared to actuals for other CIP programs through Q2. These programs do not project spending; actuals year to date are provided for reference.



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FY 2018 Highway Division Capital Program

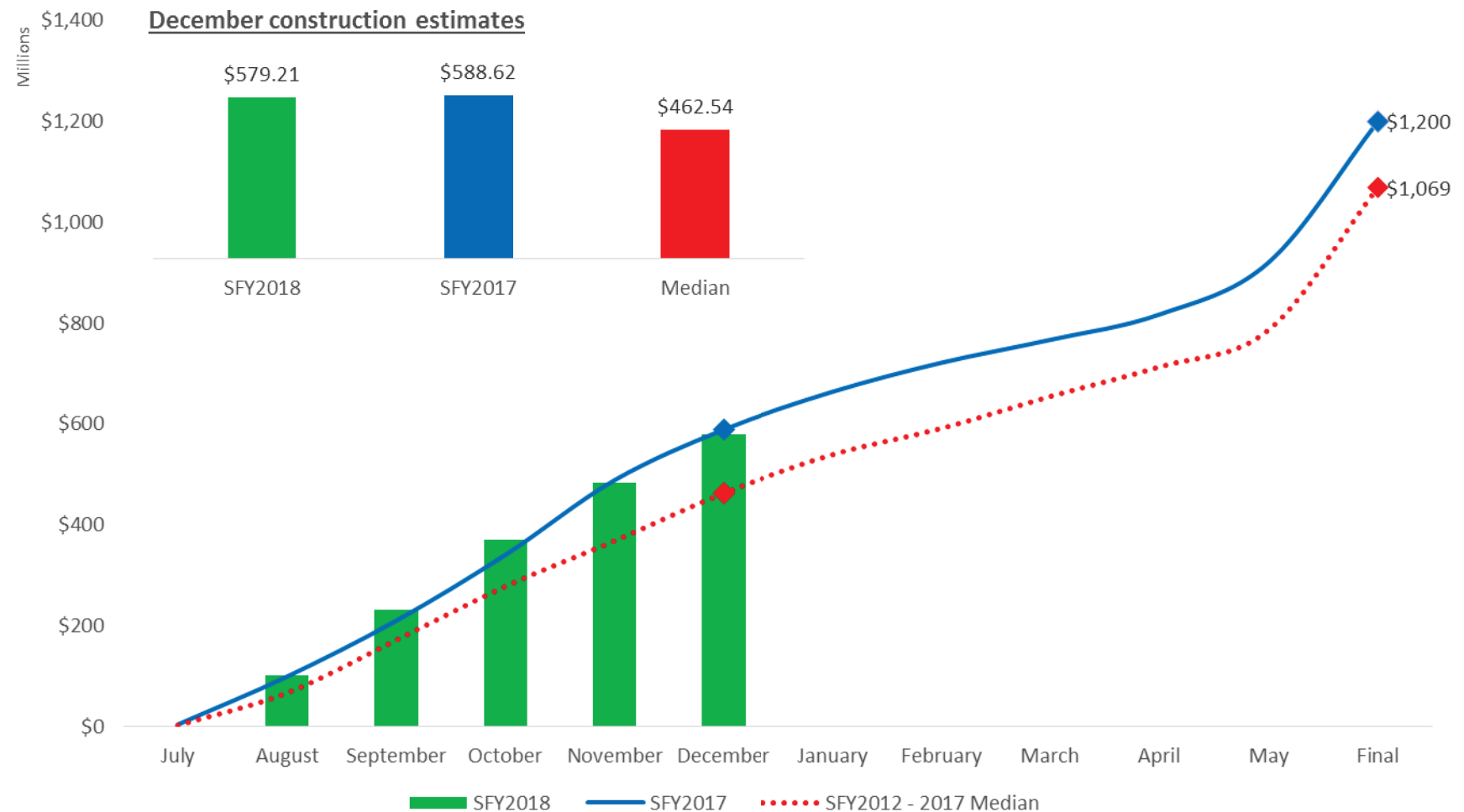
Fiscal and Highway Division are piloting new expense categories that provide additional detail on capital and operating expenditures within the division.



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FY 2018 Highway Division Capital Program

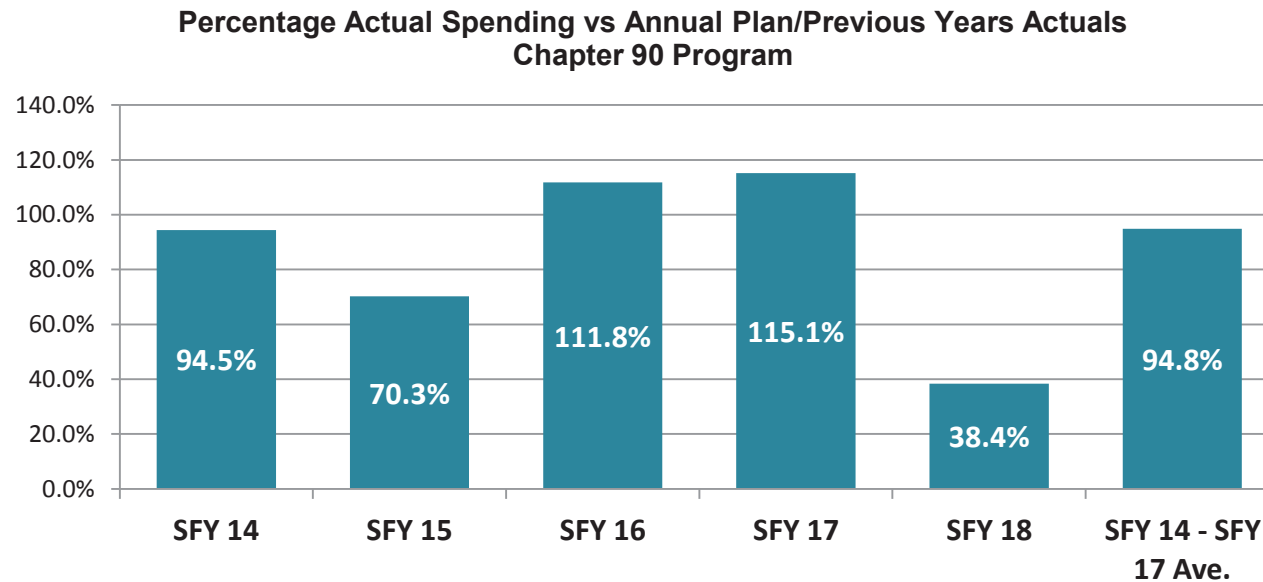
Cumulative construction expenditures are trending similar to last year. There is less than a 2% difference between SFY 2018 and SFY 2017 expenditures year to date.



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FY 18 Q2 capital spending comparison for Chapter 90

- Chapter 90 is on target to spend the \$200 million authorized by the Legislature for FY 2018
- Spending through Q2 is behind SYF 16 and SYF 17 primarily due to slower ramp up in contract spending and implementation of new 10 year contracts for each City and/or town

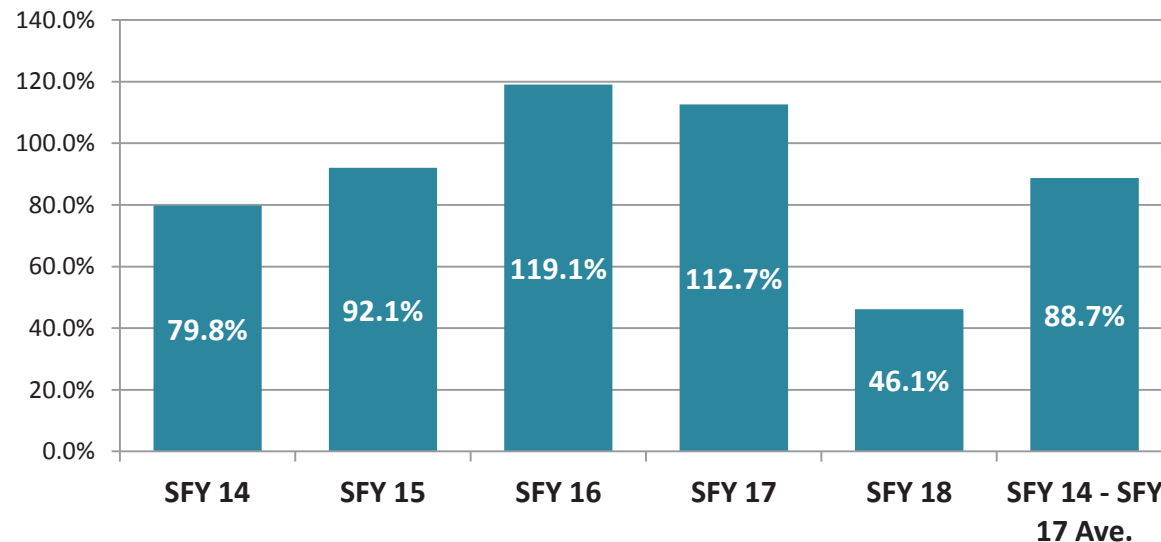


**Planning & Enterprise Services
FY 2018 Capital Spending Report**

FY 18 Q2 capital spending comparison – 46.1% of Plan

- FY 18 includes spending for statewide transportation projects, Metropolitan Planning Organizations, interagency agreements, security, facilities and shared services related to capital
- Spending reflects work on studies highlighted in the CIP such as:
 - MA Freight Plan which will be completed by end of Q3; plan is compliant with FAST Act
 - Draft Statewide Rail Plan released for public comment (January 2018); is expected to be complete mid-March
 - Statewide Climate Adaptation and Vulnerability Assessment
 - Focus40: 25-year capital investment plan for the MBTA to meet needs of Greater Boston Region in 2040

**Percentage Actual FY 18 Spending YTD vs Previous Years Actuals/
Plan**



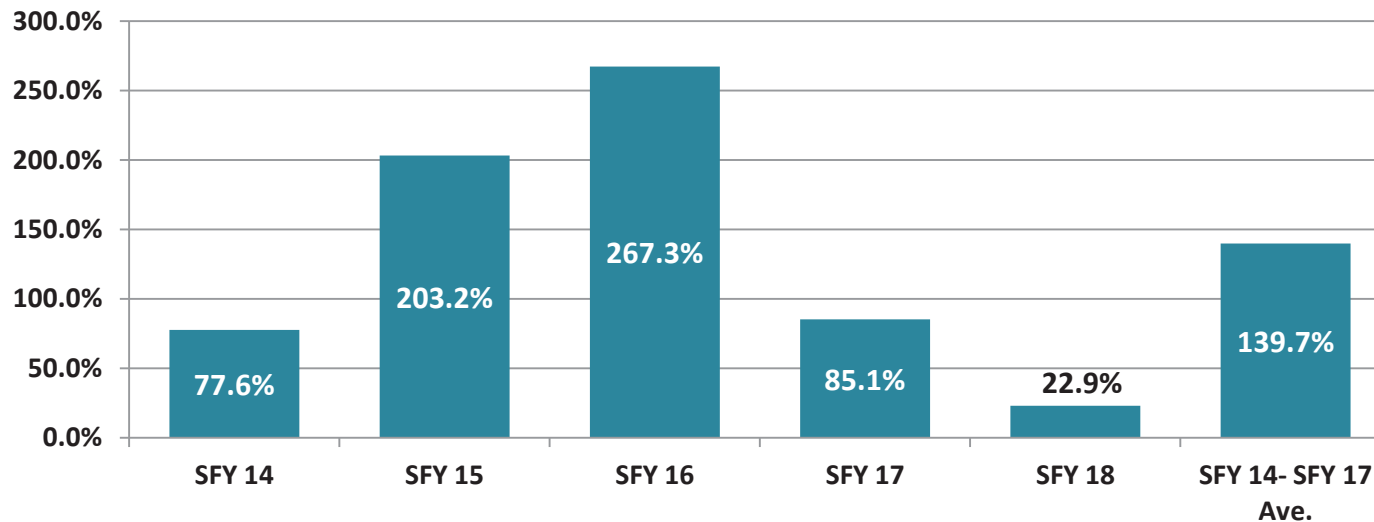
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**Rail and Transit Division
FY 2018 Capital Spending Report**

FY 2018 Q2 capital spending comparison 22.9% of Plan

- Rail achieved 32.7% of its FY 18 plan (excluding SCR) which reflects increased capital maintenance costs related to reimbursements to private railroads for costs incurred
- IRAP program spending spent 24% of the plan through Q2
- \$4.4 million in FHWA reimbursements for Section 130 grade crossings through Q2 (61% of plan)
- Project management costs related to South Coast Rail Project totaled \$4.6 million through Q2

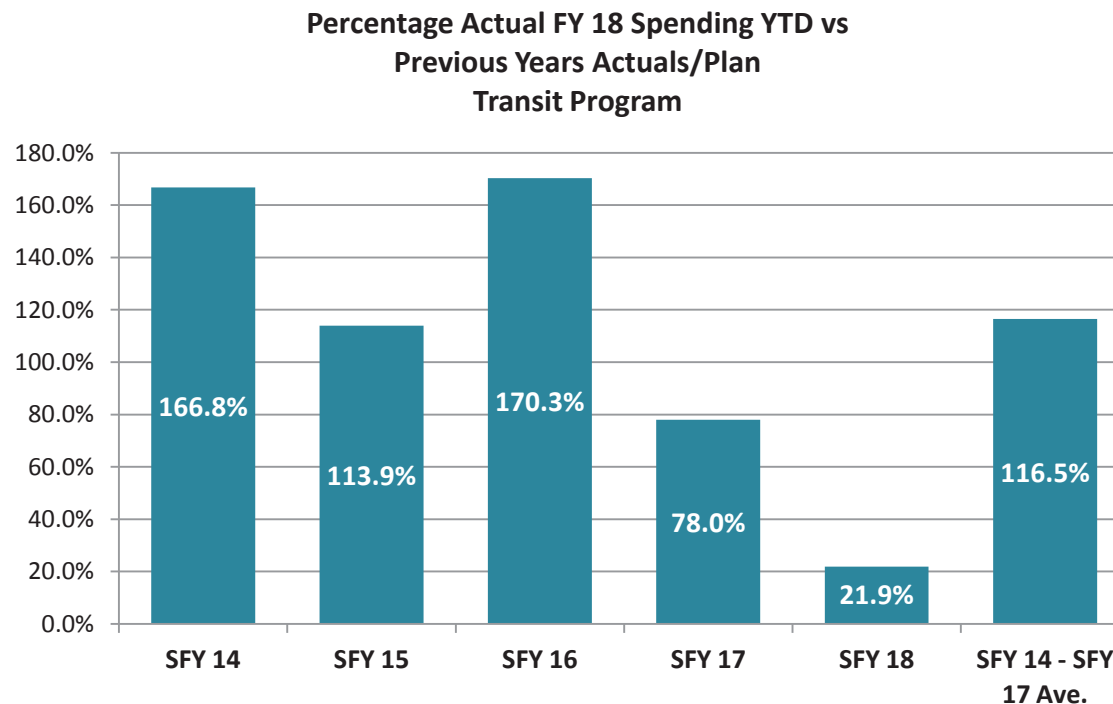
**Percentage Actual FY 18 Spending YTD vs Previous Year Actuals/Plan
Rail Program**



FY 2018 Transit Capital Program

FY 2018 Q2 capital spending comparison – 21.9% of overall Plan

- FY 18 Q2 spending reflects reimbursements to the RTAs (state match); does not include any federal grant spending for RTAs; majority of plan spending occurs in Q3 and Q4 related to long lead equipment purchases
- Spending for the PVRTA maintenance facility totaled \$13.4 million through Q2



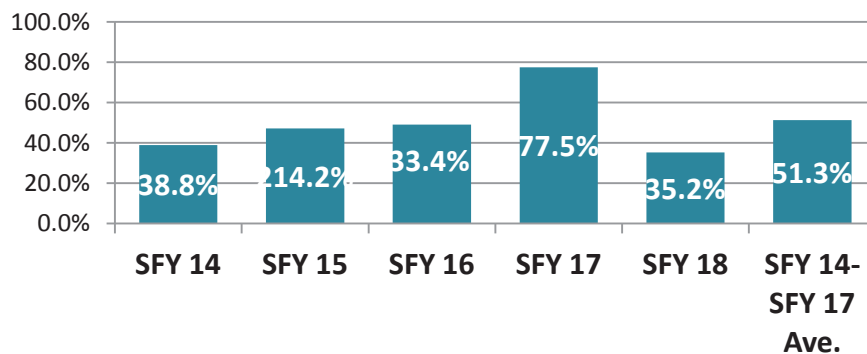
*FY 16 spending reflects additional support provided by MassDOT to meet a \$2,672,724 increase in environmental remediation costs associated with WRTA's Maintenance Facility (40 Quinsigamond Avenue).

**RMV and IT
FY 2018 Capital Spending Report**

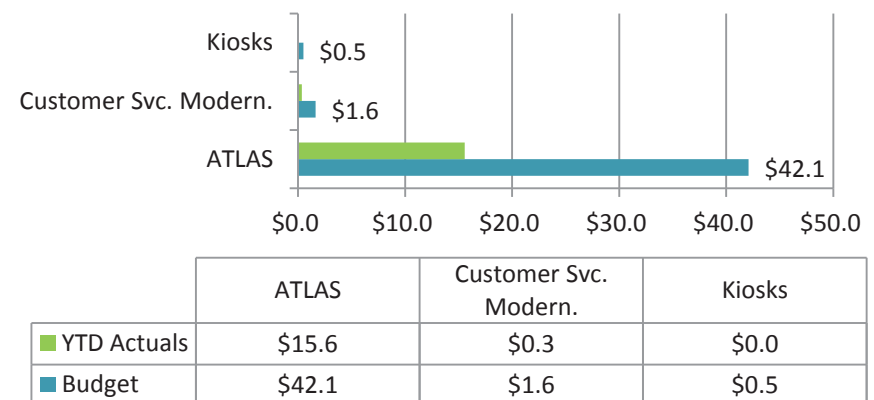
FY 2018 Q2 capital spending comparison – 35.2% of Plan

- RMV spending reflects planned expenditures related to refurbishments at RMV facilities expansion of service alternatives (kiosks), AAA licensing stations and ATLAS
 - Work underway at Leominster, Wilmington, & Plymouth RMV facilities
 - RMV services now offered at 33 AAA locations
- FY 18 plan includes \$42.1 million related to FAST enterprises for ATLAS (core system replacement and Real ID)
 - Q2 spending for ATLAS was 37% of plan
 - Ability to comply with federal Real ID requirements included in Release 1 (March 2018)

Percentage Actual FY 18 Spending YTD vs Previous Years Actuals/Plan



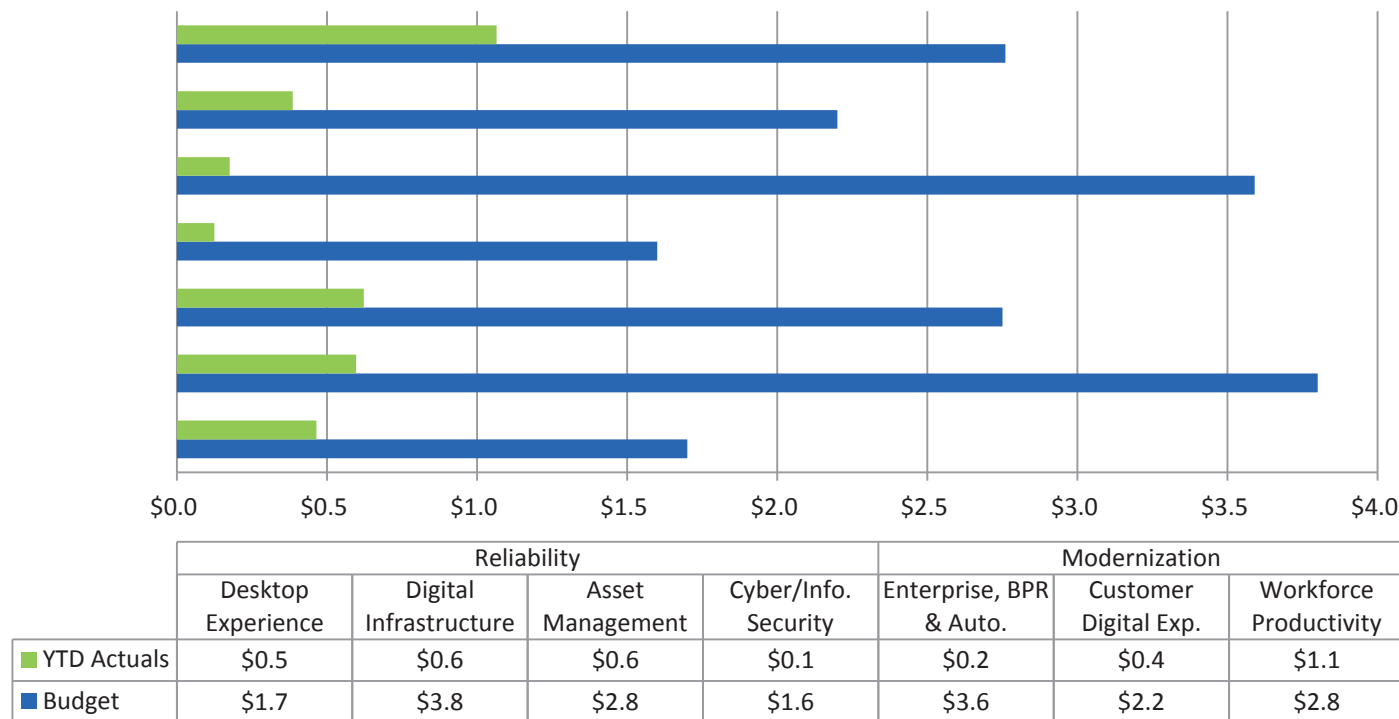
FY 2018: Modernization Program YTD Actuals vs Budget (\$ millions)



FY 2018 Q2 capital spending comparison – 18.9% of Plan

- IT capital spending programs continue to focus on efficiencies in how we do business, process improvements and investments that generate operational savings
- IT spent \$3.5 million through Q2 in FY 2018; comparable spending for FY 2017 was \$3.7 million

FY 2018: Reliability and Modernization programs actuals YTD vs budget

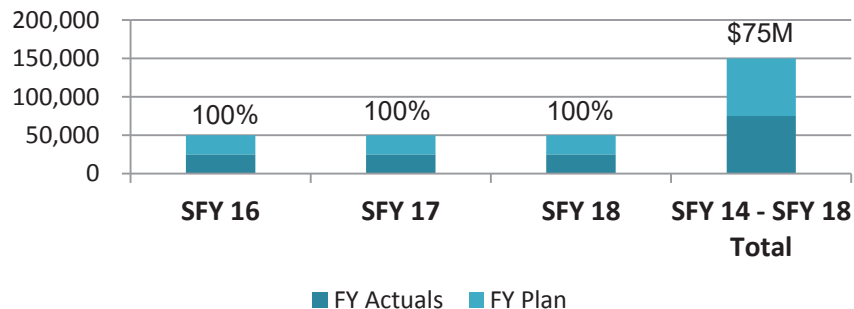


**Commonwealth Projects
FY 2018 Capital Spending Report**

UMass Boston & Harbor Dredging both achieved FY 2018 planned spending

- UMass Boston expenditures have achieved 100% of the five year plan (\$75 million)
- Harbor Dredging project received approval from the Army Corp of Engineers and Massport has drawn down the planned Commonwealth funds for FY 2018

**FY Plan vs FY Actual Spending (\$000's)
for Commonwealth Project
- UMass Boston**



**FY Plan vs FY Actual Spending (000's) for
Commonwealth Project - Harbor Dredging**

